

MIR ENCLOSURE FORM 08
Survival and Rescue DataTHIS IS PART OF A LIMITED USE NAVAL AIRCRAFT MISHAP INVESTIGATION REPORT.
LIMITED DISTRIBUTION AND SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6.**I. CONDITIONS PREVAILING AT SURVIVAL/RESCUE SITE (if widely variable, give range)**

A. Temperature/Winds/Waves 1. Water Temperature _____ °F 2. Air Temperature _____ °F 3. Surface Winds _____ Knots _____ ° 4. Wave Height _____ Feet 5. Wave Frequency _____ Per Minute	B. Terrain ____ 1. Open Ground ____ 6. Ice/Snow ____ 2. Woods/Jungle ____ 7. Swamp ____ 3. Mountains ____ 8. Other ____ 4. Desert ____ 9. Unknown ____ 5. Water	C. Weather ____ 1. Clear ____ 6. Sleet ____ 2. Overcast ____ 7. Hail ____ 3. Fog ____ 8. Other ____ 4. Rain ____ 9. Unknown ____ 5. Snow
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II. TIME LAPSE SEQUENCE FOR ACTUAL RESCUE VEHICLES/PERSONNEL

	ACTUAL RESCUER (24 HOUR CLOCK)	ELAPSED TIME	LIGHT CONDITIONS (Check applicable column)			
			DAWN	DAY	DUSK	NIGHT
A. Rescue personnel notified that mishap had occurred						
B. Rescue vehicle departed						
C. This individual located by rescue personnel						
D. This individual physically reached by rescue vehicle personnel						
E. This individual actually in rescue vehicle or rescue attempt abandoned						
F. Rescue completed (Person returned to station, hospital, etc.)						

III. TIME THIS INDIVIDUAL SPENT: A. IN WATER _____ HRS _____ MIN B. IN LIFE RAFT _____ HRS _____ MIN**IV. PERSONNEL/VEHICLES PARTICIPATING IN RESCUE**

A. Vehicle Performing Actual Pickup of This Person. 1. Organization _____ 2. Type/Model _____ 3. Location When Alerted _____ 4. Duty When Alerted _____ 5. Miles from Rescue Vehicle/Personnel to Victim(s) (straight-line distance) _____ 6. Actual Miles Rescue Vehicle/ Personnel Traveled _____	B. SAR Report Information 1. SAR Report Attached <input type="checkbox"/> Yes <input type="checkbox"/> No 2. If #1 is "No", SAR Report Number _____ 3. Report Available from (activity) _____	C. Did Rescue Personnel Leave Vehicle to Assist in Rescue? 1. Yes _____ 2. No _____ → If yes, how? ____ A. Parachuted ____ D. Lowered by Hoist ____ B. Jumped Without Parachute ____ E. Normal Ground/Water ____ C. Descended Line/Ladder/Net ____ Y. Other _____
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V. ASSIST VEHICLES THAT ATTEMPTED TO RESCUE

A. Organization _____	B. Type/Model _____	C. Experience Problems: Yes _____ No _____ (If yes, comment in REMARKs section)
D. List Other Vehicles Participating in Rescue Effort or Who Stood by Ready to Render Assistance if Required: 1. _____ 2. _____ 3. _____		

VI. RESCUE ALERTING MEANS (Use numbers to show sequence)

____ A - Witnessed	____ J - Visual Signaling Equipment
____ B - Radar Surveillance	
____ C - Overdue Report to SAR	____ K - Audio Signaling Equipment
____ D - Airborne Rapid Relay	
____ E - Crash Phone	____ L - Survivor Report
____ F - Other Telephone	____ M - Loss of Radio Contact
____ G - Radio MAYDAY Call	____ N - Smoke/Fire/Crash Scene
____ H - Survival Radio	____ Y - Other (Describe) _____
____ I - Other Radio Report	

VII. ALERTING COMMUNICATIONS PROBLEMS

____ A - Poor Radio Reception
____ B - Telephone Line Busy
____ C - Poor Radio Discipline
____ D - Aircraft Radio/IFF Equipment Inoperative
____ E - Poor Radio Procedures
____ F - Language Problems
____ G - Incompatible Radio Frequency
____ H - None
____ Y - Other _____

Name _____
Duty/Title _____
Date of mishap _____
Reporting custodian _____Mishap severity _____
Mishap category _____
Aircraft model _____
BUNO _____

INSTRUCTIONS FOR COMPLETION OF MIR ENCLOSURE FORM 08

Survival and Rescue Data

Submission Criteria: Submit this form on each person who was retrieved as result of search-and-rescue effort. Also submit this form for an unsuccessful search-and-rescue effort.

- I. More than one condition may prevail under A, B, and C.
- II. Take care in completing this section. Report all times as local. Elapsed time begins from the moment rescue personnel are first notified. The length of time that a survivor is exposed to environmental hazards before aid arrives forms the basis for a great deal of research in Aviation Life Support Systems (ALSS).
- III. Do not count time in the raft as part of the time in the water. A total of A plus B should represent total time from water entry until rescue. If the individual abandons his raft for rescue, this time is part of A.
- IV. A: Pertains only to the vehicle that performed the actual rescue. Title of organization effecting the rescue is e.g., HS-1 Sheriff's Department, etc., if civilian, list name and address. The rest of this section is self-explanatory.
- V. A, B, and C: This is a rescue vehicle/person that was physically capable of making the rescue but did not for some reason. Example: a helo that developed a problem with the hoist and stood by while a motor whale boat made the rescue.
D: Refers to vehicles other than that listed in A, B, and C that participated or could have participated in a rescue attempt.
- VI. Indicate how rescuers/units were alerted to the need for a rescue effort. Include all active participants.
- VII. Include all active participants problems.

DO NOT WRITE HERE

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VIII. DELAYS IN DEPARTURE OF RESCUE VEHICLE(S)

- ☐ 1. Vehicle Operator Not Available
☐ 2. Vehicle Not Ready
☐ 3. Vehicle Crew Not Available
☐ 4. Communications Breakdown
☐ 5. Completing Previously Assigned Duties
☐ 6. Lack of Information on Crash Site
☐ 7. Nature of Terrain
☐ 8. Weather
☐ 9. None
☐ 98. Other _____

IX. RESCUE VEHICLE PROBLEMS ENROUTE

- ☐ 1. Headwind
☐ 2. Poor Visibility
☐ 3. High Sea State
☐ 4. Mechanical Problems
☐ 5. Nature of Terrain
☐ 6. Other Obstructions (Fences, etc.)
☐ 7. Rescuers Lost
☐ 8. Weather
☐ 9. None
☐ 98. Other _____

**X. PROBLEMS IN LOCATING INDIVIDUAL
OR KEEPING INDIVIDUAL IN SIGHT**

- ☐ 1. Heavy Seas
☐ 2. Trees
☐ 3. Fog/Clouds
☐ 4. Precipitation
☐ 5. Darkness
☐ 6. Radio Interference
☐ 7. Confusion Due to Other Lights
☐ 8. Malfunction of Directional Equipment
☐ 9. Lack of Correct Information on Location of Survivor
☐ 10. Inability to Visually Distinguish Survivor from Terrain
☐ 11. Loss of Radio/Radar Contact
☐ 12. Survivor's Failure to Use Signaling Equipment
☐ 13. Inadequate/Improper Search
☐ 14. None
☐ 98. Other (Describe) _____

**XI. RESCUE EQUIPMENT USED
(Use numbers to show sequence)**

- | | |
|---|--|
| <input type="checkbox"/> 1. Sling | <input type="checkbox"/> 13. Boarding Ladder |
| <input type="checkbox"/> 2. Seat | <input type="checkbox"/> 14. Knife/Axe/Saw |
| <input type="checkbox"/> 3. Cargo Net | <input type="checkbox"/> 15. Makeshift Carrier/Support |
| <input type="checkbox"/> 4. Rope | <input type="checkbox"/> 16. First Aid Equipment |
| <input type="checkbox"/> 5. Life Ring | <input type="checkbox"/> 17. Tree Penetrator Seat |
| <input type="checkbox"/> 6. Basket | <input type="checkbox"/> 18. Helicopter Platform |
| <input type="checkbox"/> 7. Boom Net | <input type="checkbox"/> 19. Stretcher |
| <input type="checkbox"/> 8. Davit | <input type="checkbox"/> 20. Cable Cutters |
| <input type="checkbox"/> 9. Raft | <input type="checkbox"/> 21. Helicopter Rescue Boom |
| <input type="checkbox"/> 10. Webbing Cutters | <input type="checkbox"/> 22. Billy Pugh Net |
| <input type="checkbox"/> 11. Torso Harness D-Ring | <input type="checkbox"/> 98. Other (Describe) _____ |
| <input type="checkbox"/> 12. Grapnel | _____ |

XII. SURVIVAL PROBLEMS ENCOUNTERED BY THIS PERSON (Number in the sequence experienced)

- | | |
|---|--|
| <input type="checkbox"/> 1. Inadequate Flotation Gear | <input type="checkbox"/> 16. Fatigue |
| <input type="checkbox"/> 2. Inadequate Cold Weather Gear | <input type="checkbox"/> 17. Weather |
| <input type="checkbox"/> 3. Lack of Signaling Equipment | <input type="checkbox"/> 18. Topography (Swamps, Mountains, Deserts, etc.) |
| <input type="checkbox"/> 4. Lack of Other Equipment | <input type="checkbox"/> 19. Darkness |
| <input type="checkbox"/> 5. Entanglement (Parachute) | <input type="checkbox"/> 20. Thrown Out of Raft |
| <input type="checkbox"/> 6. Dragging (Parachute) | <input type="checkbox"/> 21. Hampered By Helo Downwash |
| <input type="checkbox"/> 7. Parachute Hardware Problem | <input type="checkbox"/> 22. Problem Boarding Rescue Vehicle |
| <input type="checkbox"/> 8. Entrapment in Aircraft | <input type="checkbox"/> 23. Thirst |
| <input type="checkbox"/> 9. Pulled Down by Sinking Parachute | <input type="checkbox"/> 24. Hunger |
| <input type="checkbox"/> 10. Entanglement (Other than Parachute) | <input type="checkbox"/> 25. Insects, Snakes, Animals, etc. |
| <input type="checkbox"/> 11. Unfamiliar with Procedures/Equipment | <input type="checkbox"/> 26. Sharks |
| <input type="checkbox"/> 12. Confused, Dazed, Disoriented | <input type="checkbox"/> 27. Proximity to Ship (_____ Yards) |
| <input type="checkbox"/> 13. Incapacitated by Injury | <input type="checkbox"/> 28. Hampered by Injuries |
| <input type="checkbox"/> 14. Poor Physical Condition | <input type="checkbox"/> 29. None |
| <input type="checkbox"/> 15. Exposure (Heat, Cold, Sunburn) | <input type="checkbox"/> 98. Other (Describe) _____ |

Name _____
Duty/Title _____
Date of mishap _____
Reporting custodian _____

Mishap severity _____
Mishap category _____
Aircraft model _____
BUNO _____

INSTRUCTIONS FOR COMPLETION OF MIR ENCLOSURE FORM 08 (continued)
Survival and Rescue Data

VIII-IX: Fill out these sections for all active participants.

XII: This differs from the equipment section reporting of problems/condition in that a condition (such as dragging) does not necessarily create a problem to the survivor. It is only when the factors listed here present a hazard to this survivor that they are to be checked. The same condition may be a very real problem to one individual and not bother another survivor at all.

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XIII. PROBLEMS THAT COMPLICATED RESCUE OPERATIONS

___ 01 Failure of Rescue Vehicle (Mechanical Problems)	___ 14 Carelessness of Rescue Personnel	___ 26 Floating Debris
___ 02 Inadequacy/Lack of Rescue Vehicle	___ 15 Panic/Inappropriate Actions of Person Being Rescued	___ 27 Primary Rescuer Delayed Awaiting Futile Attempts by Other Rescuers
___ 03 Failure of Rescue Equipment (Hoist, etc.)	___ 16 Rescue Vehicle Accident	___ 28 Hampered by Helicopter Downwash
___ 04 Inadequacy/Lack of Rescue Equipment	___ 17 Communications Problems	___ 29 Inadequate Training of Person being Rescued
___ 05 Inadequacy of Rescue Personnel Knowledge/Training	___ 18 Drag/Entanglement by Deployed Parachute	___ 30 Inadequate Knowledge of Aircraft Emergency Escape Means
___ 06 Inadequate Medical Equipment	___ 19 Topography (Rough Seas, Mountains, etc.)	___ 31 Inadequate Knowledge of Personal Equipment Releases/Actuators
___ 07 Inadequate Medical Facilities	___ 20 Interference From Other Vehicles	___ 32 Inadequate Rescue Procedures/ Pre-Mishap Plans
___ 08 Vehicle Operator Factor (Poor Procedures)	___ 21 Victim Pulled Away by External Forces	___ 33 Poor Availability of Rescue Equipment
___ 09 Rescue Crewman Assist Hesitancy	___ 22 Weather	___ 34 Poor Suitability of Rescue Equipment
___ 10 Fire/Explosion	___ 23 Darkness	___ 35 Poor Survivor's Techniques
___ 11 Entrapment in Aircraft	___ 24 Weight/Drag Problem Not Due to Parachute	___ 36 Poor Coordination of Rescue Efforts
___ 12 Physical Limitations of Rescue Personnel	___ 25 Hampered by Personal/Survival Equipment of Person Being Rescued	___ 37 None
___ 13 Physical Limitations of Person Being Rescued		___ 98 Other (Describe) _____

XIV. INDIVIDUAL'S PHYSICAL CONDITION

DURING RESCUE

AFTER RESCUE

1. Fully Able to Assist
2. Partially Able to Assist
3. Immobile or Unconscious
4. Fatal on Recovery - Due to Injuries
5. Fatal on Recovery - Drowned
6. Recovered Alive-Died From Injuries
7. Lost During Rescue Attempt - Apparently Injured or Drowned

XV. LOCATOR MEANS (Actual Rescue Vehicle, see instructions)

MEANS	ROLE	PROBLEM	MEANS	ROLE	PROBLEM	MEANS	ROLE	PROBLEM
1.			7.			13.		
2.			8.			14.		
3.			9.			15.		
4.			10.			16.		
5.			11.			17.		
6.			12.			18.		

XVI. REMARKS (Indicate item referred to. Continue on separate sheet, if necessary)

Name _____
Duty/Title _____
Date of mishap _____
Reporting custodian _____

Mishap severity _____
Mishap category _____
Aircraft model _____
BUNO _____

INSTRUCTIONS FOR COMPLETION OF MIR ENCLOSURE FORM 08 (continued)

Survival and Rescue Data

XIII: Pertains only to the vehicle that performed the actual rescue. If another vehicle experienced problems, these should be commented on in the REMARKS section. The problems and conditions listed here should be checked if present. A condition which does not affect the outcome of today's rescue may result in a loss of life tomorrow. (Interpretation of this item is in direct contrast to Section XII above, which stresses individual reaction rather than potential hazard.)

XIV: Check appropriate columns concerning survivor's/victim's condition.

XV: The following covers Naval signaling devices, as well as general locator means. This list is very specific as to method/device. Accurate reporting of these methods/devices is of paramount importance, since evaluation and improvement of these items are constantly being conducted. Consult Life Support Equipment Specialists for accurate nomenclature of these locators. Since new devices are constantly becoming available, this list may not be all-inclusive. Indicate any additional locator means which are not on the list if applicable to this individual. List the devices in the order they were actuated. Use following codes for locator means.

LOCATOR MEANS CODES		
GENERAL	01. Mishap observed. 02. Crash scene located without aid of signaling or personal equipment. 03. Individual sighted without aid of signaling or personal equipment. 04. Survivor located rescuers.	AUDITORY 39. Smith and Wesson (Model 39.9mm). 40. Gunfire (Other). 41. Whistle. 42. Voice.
ELECTRONIC SIGNALING DEVICES	05. Radio/radar vector or DF steer. 06. AN/URT-26. 07. AN/PRC-90-2. 13. AN/PRT-5. 23. AN/URT-33. 24. AN/PRC-90.	VISUAL 42. Fire/Smoke (Made by Survivor). 44. Other Aircraft Orbiting Scene. 45. Signals Tramped in Snow, etc. 46. SDU-5/E Strobe Light With Shroud. 49. Signal Wand. 50. Smoke Float. 52. Smoke Grenade. 54. Mirror. 55. Dye Marker. 56. Raft/Vest/Poncho. 57. Parachute. 58. Helmet. 59. Flight Suit. 60. Reflective Tape. 62. LPP Preserver Light (P/N 68A94C13-1). 63. Other/Explain.
PYROTECHNICS	26. Flare, MK-13-Mod O. 27. Smoke, MK-13-Mod O. 28. Pencil Flare MK-79-Mod O. 32. Pyrotechnic Pistol (Very Pistol). 33. Mini Flare. 34. Mini Smoke.	
BALLISTICS	35. .38 Flare (Victory Model). 36. .38 Flare (Air Weight). 37. .38 Tracers. 38. .38 Tracers (Air Weight).	

I - The individual experienced difficulty with the use of the device (i.e., familiarity, training, knowledge, injury, etc.)

M - Malfunction of the device.

NOTE: A detailed description and discussion of problems should be given on the Equipment form (Enclosure Form 7) and on the Analysis form (Enclosure Form 11), if significant.

Code the role of a particular method/device in the discovery of the survivor/rescuer as follows:

"P" - Primary

"S" - Secondary

NOTE: Even though a device was utilized more than once, it shall be listed again in its proper sequence.

An example follows: An A-7 was heading back to the CV at sunset when it suddenly experienced an engine failure. The pilot ejected before broadcasting a "MAYDAY". On ejection, the URT-33 (243 MHz frequency) beacon (in his seat pan) actuated. Once safely under his parachute, the pilot attempted to contact someone with the PRC-90 radio. The beacon in the seat pan interfered with the transmission. (He had selected 243 on his PRC-90.) His PRC-90 radio was knocked out of his hand on water entry and the pilot lost it. (It was secured to his MA-2 torso harness pocket.) The pilot boarded his LR-1 liferaft and deployed the sea dye marker and his strobe light. In the distance, a helo approached. The pilot fired off two MK-79 pen flares. He also attempted to use his mirror, even though the sun was setting. (He later learned that the helo crew had seen the flashes from the mirror, causing them to head in his general direction.) As the helo approached, the crew simultaneously saw the sea dye marker and the strobe light. The helo continued its approach. The pilot attempted to give them wind direction information by actuating a MK-13 flare. He accidentally actuated the night end. The second MK-13 flare failed to actuate and the third one functioned properly. An uneventful rescue followed.

MEANS	ROLE	PROBLEM	MEANS	ROLE	PROBLEM	MEANS	ROLE	PROBLEM
1. 23			7. 54	P				
2. 24		I	8. 26		I			
3. 55	S		9. 27		M			
4. 46	S		10. 27					
5. 28								
6. 28								

XVI: Self-explanatory. Amplify any item as necessary in space provided or on separate sheet of paper.

